

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CBLO6

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: Village of Lockland CODE# 061- 44366

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09/09/99

CONTACT William R. McCormick PHONE # (513) 721-5500

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 721-0607 E-MAIL _____

PROJECT NAME: Smalley Road and Shepherd Lane Improvements

SUBDIVISION TYPE

(Check Only 1)

- 1. County
- 2. City
- 3. Township
- ☒ 4. Village
- 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- 1. Grant \$ 600,000
- 2. Loan \$
- 3. Loan Assistance \$

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
- 2. Bridge/Culvert
- 3. Water Supply
- 4. Wastewater
- 5. Solid Waste
- 6. Stormwater

TOTAL PROJECT COST: \$ 750,000.00

FUNDING REQUESTED: \$ 600,000.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 600,000.00 LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

- ☐ State Capital Improvement Program
- ☐ Local Transportation Improvements Program

☒ Small Government Program

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____

\$ _____

Local Participation _____ %
_____ %

OPWC Participation _____ %

Project Release Date: ____/____/____

OPWC Approval: _____

APPROVED FUNDING:

Loan Interest Rate:

Loan Term: _____ years

Maturity Date: _____

Date Approved: ____/____/____

SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

**FORCE ACCOUNT
DOLLARS**

a.) Basic Engineering Services:

\$.00

Preliminary Design \$.00

Final Design \$.00

Bidding \$.00

Construction Phase \$.00

Additional Engineering Services

\$.00

***Identify services and costs below.**

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$.00

c.) Construction Costs:

\$ 750,000 .00

d.) Equipment Purchased Directly:

\$.00

**e.) Permits, Advertising, Legal:
(Or Interest Costs for Loan Assistance
Applications Only)**

\$.00

f.) Construction Contingencies:

\$.00

g.) TOTAL ESTIMATED COSTS:

\$ 750,000 .00

***List Additional Engineering Services here:
Service:**

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	<u> </u>
b.) Local Revenues	\$ <u>75,000 .00</u>	<u>10</u>
c.) Other Public Revenues	\$ <u> .00</u>	<u> </u>
ODOT	\$ <u> .00</u>	<u> </u>
Rural Development	\$ <u> .00</u>	<u> </u>
OEPA	\$ <u> .00</u>	<u> </u>
OWDA	\$ <u> .00</u>	<u> </u>
CDBG	\$ <u> .00</u>	<u> </u>
OTHER <u> MRF </u>	\$ <u>75,000 .00</u>	<u>10</u>
SUBTOTAL LOCAL RESOURCES:	\$ <u>150,000 .00</u>	<u>20</u>
d.) OPWC Funds		
1. Grant	\$ <u>600,000 .00</u>	<u>80</u>
2. Loan	\$ <u> .00</u>	<u> </u>
3. Loan Assistance	\$ <u> .00</u>	<u> </u>
SUBTOTAL OPWC RESOURCES:	\$ <u>600,000 .00</u>	<u>80</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>750,000 .00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# Sale Date:

STATUS: (Check one)

Traditional
Local Planning Agency (LPA)
State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Smalley and Shepherd Lane Improvements

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

The project area includes the intersection of Smalley and Shepherd, and Shepherd Road from I-75 to Wyoming Avenue.

PROJECT ZIP CODE: 45215

B: PROJECT COMPONENTS:

- 1.) Remove existing pavement down to subgrade
- 2.) Widen to accommodate 36' pavement where possible
- 3.) Install new storm sewers
- 4.) Widen intersection at Smalley & Shepherd
- 5.) Install new curb & pavement
- 6.) Seed & straw

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The existing roadway is 3500' long by 25' 34' wide. The roadway is exhibiting pavement failures and drainage structures are dilapidated. With the redevelopment of Lockland, properties have been purchased by the Village with the intent of drawing new businesses to this area. The pavement must be widened to accommodate these volumes.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.
Please reference attached study.

Road or Bridge: Current ADT see attached study Year:
Projected ADT: same Year:

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ Proposed Rate: \$

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	<u>\$ 350,000.00</u>
TOTAL PORTION OF PROJECT NEW/EXPANSION	<u>\$ 400,000.00</u>

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>08/01/99</u>	<u>06/01/00</u>
4.2 Bid Advertisement and Award:	<u>07/01 /00</u>	<u>07/21 /00</u>
4.3 Construction:	<u>08/01 /00</u>	<u>06 /01 /01</u>
4.4 Right-of-Way/Land Acquisition:	<u>NA</u>	<u>/ /</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER	<u>Jim Brown</u>
TITLE	<u>Mayor</u>
STREET	<u>101 N. Cooper Avenue</u>
CITY/ZIP	<u>Cincinnati, Ohio 45215</u>
PHONE	<u>(513) 761-1126</u>
FAX	<u>(513) 761-4948</u>
E-MAIL	<u></u>

5.2 CHIEF FINANCIAL

OFFICER	<u>Wayne Poe</u>
TITLE	<u>Clerk</u>
STREET	<u>101 N. Cooper Avenue</u>
CITY/ZIP	<u>Cincinnati, Ohio 45052</u>
PHONE	<u>(513) 761-1126</u>
FAX	<u>(513) 761-4948</u>
E-MAIL	<u></u>

5.3 PROJECT MANAGER

	<u>William R. McCormick</u>
TITLE	<u>Project Engineer</u>
STREET	<u>2021 Auburn Avenue</u>
CITY/ZIP	<u>Cincinnati, Ohio 45219</u>
PHONE	<u>(513) 721-5500</u>
FAX	<u>(513) 721-0607</u>
E-MAIL	<u></u>

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

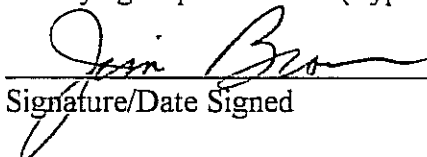
- [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Certifying Representative (Type or Print Name and Title)

 7/21/99
Signature/Date Signed

ADDITIONAL SUPPORT INFORMATION

For Program Year 2000 (July 1, 2000 through June 30, 2001), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____
Fair X

Poor _____
Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded: Inadequate sewers leave standing water along Smalley Road. New commercial development that is being built in the area will significantly increase traffic and requires that improvements be made (see attached report).

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 2000) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

 4 weeks/months (Circle one)

Are preliminary plans or engineering completed?

Yes No

Are detailed construction plans completed?

Yes No

Are all right-of-way and easements acquired?*

Yes No N/A

*Please answer the following if applicable:

No. of parcels needed for project: _____ Of these, how many are

Takes _____, Temporary _____, Permanent _____

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired. -

Are all utility coordination's completed? Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. 3 weeks/months

- 3) How will the proposed project affect the general health and safety of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

Improvements to the storm sewer system will eliminate problems associated with standing water. Curbs will convey water properly and new pavement will eliminate potholes. Widening of the pavement will alleviate traffic backups due to the additional users. Accidents will be reduced as a result of these improvements, as intersections are currently in poor condition. (see attached report and accident data).

- 4) What types of funds and what percent of the project cost are to be utilized for matching funds for this project ?

Federal _____ % ODOT _____ % Local \$75,000 10 %
MRF \$75,000 10 % OWDA _____ % CDBG _____ %

Other _____ %

Note: If MRF funds are being used for matching funds, the MRF application must have been filed by August 6, 1999 for this project with the Hamilton County Engineer's Office.

- 5) Has any formal action by a federal, state, or local government agency resulted in a ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE BEEN CAUSED BY A STRUCTURAL/OPERATIONAL PROBLEM TO BE VALID.

Complete Ban _____ Other Ban _____
No Ban X _____ (specify)

Will the ban be removed after the project is completed?

Yes _____ No _____

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = see attached X 1.20 = _____ users/day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

- 7) Has the jurisdiction prioritized PY 2000 applications from one through five? (See attached sheet to list projects.)

Yes X No _____

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Smalley and Shepherd Lane provide service directly to I-75, and affect the residents and employees of Lockland, Lincoln Heights, Evendale, and Reading.

- 9) For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS see attached Proposed LOS see attached

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

See attached study

How will the proposed project alleviate serious traffic problems or hazards?

- 10) Will the proposed project generate user fees or assessments?

Yes _____ No x

If yes, what user fees and/or assessments will be utilized?

- 11) How will the proposed project enhance economic growth? (Please be specific)

This project will directly secure significant new employers. The improvements to this area are critical for the planned developments, which include the Catanzaro company, a development of offices, a motel, and restaurant by the Lockland Development Company (see attached letters), and another proposed development on 3 acres which is retail in nature. Overall, the new employees total over 300. The success of these developments is impossible without improvements to the roadways and access to I-75.

7. WHERE

- 12) What fees, levies or taxes pertain to the proposed project? (Note: Item must be related to the type of infrastructure applied for. Example: a road improvement project may not count fees to water customers for points, or vice-versa)

License plate tax in effect

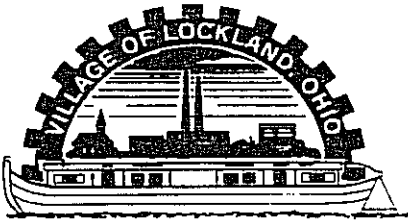
ADDITIONAL SUPPORT INFORMATION

PRIORITY LIST OF PROJECTS PROGRAM YEAR 2000 ROUND 14

Name of Jurisdiction: Village of Lockland

Please supply the Integrating Committee a listing, *in order of priority*, of all projects applied for in this round of funding. A maximum of five projects may be listed for the purpose of assigning priority.

<u>Priority</u>	<u>Name of Project (as listed on the application)</u>
1	<u>Smalley and Shepherd Lane Improvements</u>
2	<u>Mill Street Reconstruction</u>
3	<u>Worthington Avenue Reconstruction</u>
4	<u>Wyoming Avenue Rehabilitation</u>
5	<u></u>



VILLAGE OF LOCKLAND

101 North Cooper Avenue
Lockland, Ohio 45215

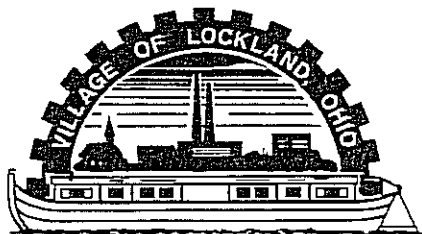
Mayor
Jim Brown

Village Administrator
Evonne Kovach

STATUS OF FUNDS

The Village of Lockland will use \$75,000.00 from the Municipal Road Fund and \$75,000.00 from its general fund as its participation for the Shepherd Lane and Smalley Road Improvement Project.

Wayne Poe, Clerk
Village of Lockland



VILLAGE OF LOCKLAND

101 North Cooper Avenue
Lockland, Ohio 45215

Mayor
Jim Brown

Police Chief
Ken Johnson

September 22, 1999

To: Jennifer Vatter
JMA

Re: Auto accidents Smalley & Shepherd

Dear Jennifer,

The Lockland Police responded to the intersection of Smalley and Shepherd for auto accident reports as follows:

1997	8 accidents with no reported injury
	5 accidents with reported injury
1998	7 accidents with no reported injury
	4 accidents with reported injury
1999	7 accidents with no reported injury
	1 accident with reported injury

Sincerely,


Ken Johnson
Chief of Police

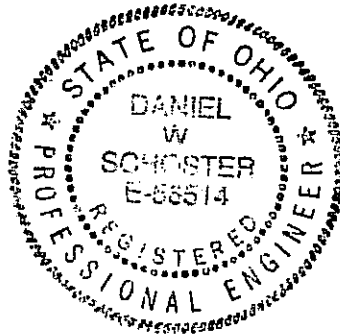
PROJECT: SHEPARD AND SMALLEY
ENG. EST.: \$750,000.00

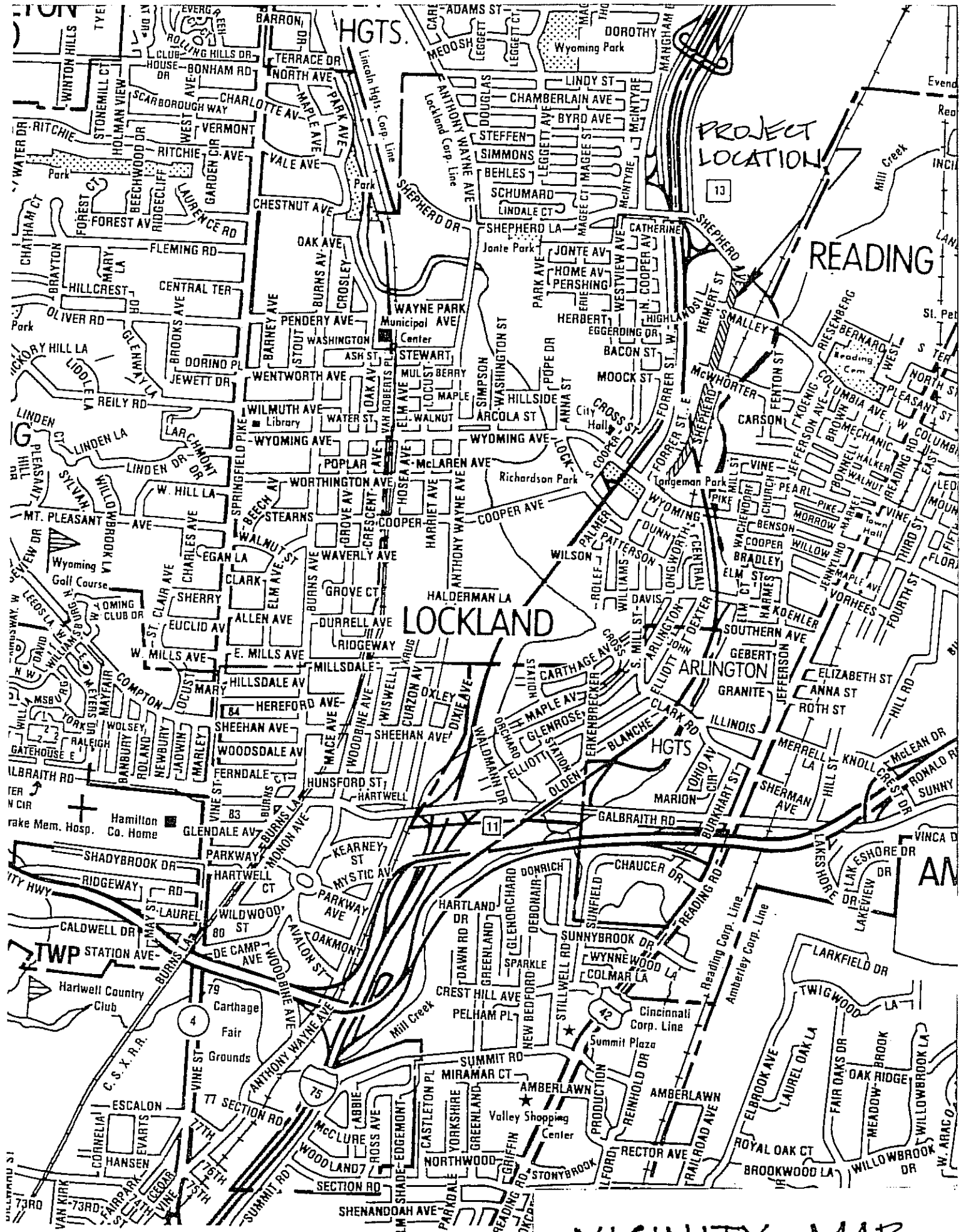
ENGINEER'S
ESTIMATE

REF #	ITEM	DESCRIPTION	UNIT	QUANT	UNIT PRICE	TOTAL
1	202	REMOVE EX. PAVEMENT	SY	11,500	15.00	\$ 172,500.00
2	202	UNDERCUT, REMOVE & REPLACE	CY	200	50.00	\$ 10,000.00
3	202	REMOVE & REPLACE DRIVE APRONS	SY	1,400	35.00	\$ 49,000.00
4	202	REMOVE & REPLACE SIDEWALK	SF	800	6.00	\$ 4,800.00
5	301	BITUMINOUS AGGREGATE BASE	CY	2,100	70.00	\$ 147,000.00
6	404	ASPHALT CONCRETE	CY	700	70.00	\$ 49,000.00
7	603	12" CONDUIT, TYPE B, 706.02 CLASS IV	LF	800	50.00	\$ 40,000.00
8	603	18" CONDUIT, TYPE B, 706.02 CLASS IV	LF	1,000	60.00	\$ 60,000.00
9	604	CATCH BASIN, CB-3	EA	10	1,200.00	\$ 12,600.00
10	604	STORM MANHOLE, TYPE 3	EA	5	1,500.00	\$ 7,500.00
11	608	CURB RAMPS, TYPE 1	EA	10	250.00	\$ 2,500.00
12	609	CURB TYPE 6	LF	6,300	10.00	\$ 63,000.00
13	614	MAINTAINING TRAFFIC	LS	1	10,000.00	\$ 10,000.00
14	623	CONSTRUCTION LAYOUT STAKES	LS	1	15,000.00	\$ 15,000.00
15	659	SEEDING AND MULCHING, TOPSOIL	SY	1	6,000.00	\$ 6,000.00
16	SPL	UTILITY ADJUSTMENTS	LS	1	70,600.00	\$ 70,600.00
17	SPL	WATERWORKS	LS	1	30,500.00	\$ 30,500.00
TOTAL ESTIMATED COST						\$ 750,000.00

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.
THE USEFUL LIFE OF THIS PROJECT IS 20 YEARS.


Daniel W. Schoster, P.E.





VICINITY MAP

LOCKLAND	061-	44366	HAMILTON	09/25/99
Subdivision	Code		County	Date

[illegible]

Two copies of this Budget must be submitted to County Auditor

City or
Village of Lockland

Hamilton

County, Ohio

(Date) June 15, 1999

This Budget must be adopted by the Council or other legislative body on or before July 15th, and two copies must be submitted to the County Auditor on or before July 20th. FAILURE TO COMPLY WITH SEC. 5705.28 R. C. SHALL RESULT IN LOSS OF LOCAL GOVERNMENT FUND LOCATION.

The Auditor of said County:

The following Budget year beginning January 1, 2000 has been adopted by Council and is herewith submitted for consideration of the County Budget Commission.

Signed

Wayne Poe

Title

clerk

SCHEDULE A

SUMMARY OF AMOUNTS REQUIRED FROM GENERAL PROPERTY TAX APPROVED BY BUDGET COMMISSION, AND COUNTY AUDITOR'S ESTIMATED RATES

For Municipal Use

For Budget Commission Use

For County Auditor Use

FUND

(Include only those funds which are requesting general property tax revenue)

Budget Year
Amount
Requested of
Budget
Commission Inside/
Outside

Budget Year
Amount Approved
by Budget
Commission
Inside 10 Mill
Limitation

Budget Year
Amount to be
Derived From
Levies Outside
10 Mill Limitation

County Auditor's estimate of
Tax Rate to be Levied

Inside 10 Mill
Limit Budget
Year

Outside 10 Mill
Limit Budget
Year

Column 1

XXXXXXXXXX

Column 2

XXXXXXXXXX

Column 3

XXXXXXXXXX

Column 4

XXXXXXXXXX

Column 5

XXXXXXXXXX

GOVERNMENT FUNDS

GENERAL FUND

Fire Fund

PROPRIETARY FUNDS

XXXXXXXXXX

XXXXXXXXXX

XXXXXXXXXX

XXXXXXXXXX

XXXXXXXXXX

FIDUCIARY FUNDS

XXXXXXXXXX

XXXXXXXXXX

XXXXXXXXXX

XXXXXXXXXX

XXXXXXXXXX

TOTAL ALL FUNDS

SCHEDULE B

LEVIES OUTSIDE 10 MILL LIMITATION, EXCLUSIVE OF DEBT LEVIES

FUND	Maximum Rate Authorized to be Levied	Tax Year County Auditor's Estimate of Yield of Levy (Carry to Schedule A, Column 3)
GENERAL FUND:		
Current Expense Levy authorized by voters on / / , not to exceed years. Authorized under Sect. , R.C.		
Current Expense Levy authorized by voters on / / , not to exceed years. Authorized under Sect. , R.C.		
Current Expense Levy authorized by voters on / / , not to exceed years. Authorized under Sect. , R.C.		
Current Expense Levy authorized by voters on / / , not to exceed years. Authorized under Sect. , R.C.		
Current Expense Levy authorized by voters on / / , not to exceed years. Authorized under Sect. , R.C.		
Current Expense Levy authorized by voters on / / , not to exceed years. Authorized under Sect. , R.C.		
Current Expense Levy authorized by voters on / / , not to exceed years. Authorized under Sect. , R.C.		
Current Expense Levy authorized by voters on / / , not to exceed years. Authorized under Sect. , R.C.		
TOTAL GENERAL FUND OUTSIDE 10 MILL LIMITATION		
SPECIAL LEVY FUNDS:		
Fund, Levy authorized by voters on 11 / 7 / 95 , not to exceed years. Authorized under Section 5705.19 R. C.	2.5	
Fund, Levy authorized by voters on / / , not to exceed years. Authorized under Section , R. C.		
Fund, Levy authorized by voters on / / , not to exceed years. Authorized under Section , R. C.		
Fund, Levy authorized by voters on / / , not to exceed years. Authorized under Section , R. C.		
Fund, Levy authorized by voters on / / , not to exceed years. Authorized under Section , R. C.		
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Fund, Levy authorized by voters on / / , not to exceed years. Authorized under Section , R. C.		
Fund, Levy authorized by voters on / / , not to exceed years. Authorized under Section , R. C.		

FUND NAME: GENERAL FUND

FUND TYPE/CLASSIFICATION: GOVERNMENTAL — GENERAL

EXHIBIT I

This Exhibit is to be used for the General Fund Only

DESCRIPTION (1)	For 97 Actual (2)	For 98 Actual (3)	Current Year Estimated for 1999 (4)	Budget Year Estimated for 2000 (5)
REVENUES				
Local Taxes				
General Property Tax — Real Estate	134,445	126,426	127,500	130,000
Tangible Personal Property Tax	69,205	80,727	70,750	75,000
Municipal Income Tax	1,938,036	2,038,449	2,000,000	2,050,000
Other Local Taxes				
Total Local Taxes	2,041,686	2,245,602	2,198,250	2,255,000
Intergovernmental Revenues				
State Shared Taxes and Permits				
Local Government	34,976	85,151	85,500	97,000
Estate Tax	74,149	231,376	25,000	25,000
Cigarette Tax	183	253	500	500
Licence Tax				
Liquor and Beer Permits	6,361	4,676	5,000	5,000
Gasoline Tax				
Library and Local Government Support Fund		4,465	4,500	4,500
Property Tax Allocation				
Other State Shared Taxes and Permits ^{LEF} State	86,223	35,087	36,000	38,000
Total State Shared Taxes and Permits	201,892	361,009	156,500	160,000
Federal Grants or Aid	64,333	43,651	47,500	45,000
State Grants or Aid		5,050	15,500	2,500
Other Grants or Aid				
Total Intergovernmental Revenues	266,225	409,709	219,500	207,500
Special Assessments	4,522	5,990	5,000	5,000
Charges for Services	9,985	7,776	7,500	7,500
Fines, Licenses, and Permits	162,510	275,957	281,000	300,000
Miscellaneous	110,071	361,370	207,000	210,000
Other Financing Sources:				
Proceeds from Sale of Debt				
Transfers				
Advances				
Other Sources				
TOTAL REVENUE	2,594,999	3,306,404	2,918,250	2,985,000

7

7

This Exhibit is to be used for the General Fund Only

DESCRIPTION (1)	For 97 Actual (2)	For 99 Actual (3)	Current Year Estimated for 1999 (4)	Budget Year Estimated for 2000 (5)
EXPENDITURES				
Security of Persons and Property				
Personal Services	913,447	936,263	1,154,500	1,200,000
Travel Transportation				
Contractual Services	49,071	50,892	90,000	80,000
Supplies and Materials	146,901	162,904	172,100	180,000
Capital Outlay	34,718	28,998	42,000	50,000
Total Security of Persons and Property	1,043,037	1,079,057	1,448,600	1,510,000
Public Health Services				
Personal Services				
Travel Transportation				
Contractual Services	3,553	3,684	3,620	3,700
Supplies and Materials	2,421	2,837	4,000	4,000
Capital Outlay				
Total Public Health Services	5,974	6,521	7,620	7,700
Leisure Time Activities				
Personal Services	30,951	24,596	32,500	39,000
Travel Transportation				
Contractual Services				
Supplies and Materials	33,823	29,074	31,000	32,000
Capital Outlay	15,401	40,053	75,000	15,000
Total Leisure Time Activities	90,175	93,723	138,500	95,000
Community Environment				
Personal Services	14,827	16,411	15,300	16,000
Travel Transportation				
Contractual Services	1,779	1,904		2,500
Supplies and Materials	2,913	5,018	7,000	8,000
Capital Outlay				
Total Community Environment	19,519	23,333	22,300	26,500
Basic Utility Services				
Personal Services	373,169	449,585	503,500	550,000
Travel Transportation				
Contractual Services	43,690	46,682	50,000	60,000
Supplies and Materials	20,537	36,706	37,500	40,000
Capital Outlay	14,365	14,365	14,370	15,000
Total Basic Utility Services	451,750	547,338	605,370	665,000

FUND NAME: GENERAL FUND

FUND TYPE/CLASSIFICATION: GOVERNMENTAL — GENERAL

EXHIBIT

This Exhibit is to be used for the General Fund Only

DESCRIPTION (1)	For 1997 Actual (2)	For 1999 Actual (3)	Current Year Estimated for 1999 (4)	Budget Year Estimated for 2000 (5)
Transportation				
Personal Services				
Travel Transportation				
Contractual Services				
Supplies and Materials			93,000	
Capital Outlay	6,379	14,302	15,000	15,000
Total Transportations	6,379	14,302	108,000	15,000
General Government				
Personal Services				
Travel Transportation	223,412	259,596	287,900	325,000
Contractual Services				
Supplies and Materials	136,394	157,163	357,100	180,000
Capital Outlay	97,628	132,179	135,000	140,000
Total General Government	2,310	2,907	287,600	200,000
	459,744	551,845	1,067,600	845,000
Debt Service				
Redemption of Principal				
Interest				
Other Debt Service				
Total Debt Service				
Other Uses of Funds				
Transfers				
Advances	168,000	168,000	168,000	168,000
Contingencies				
Other Uses of Funds				
Total Other Uses of Funds	168,000	168,000	168,000	168,000
TOTAL EXPENDITURES	2,234,577	2,434,119	3,565,990	3,322,000
Revenues over/(under) Expenditures	360,422	822,285	<647,740	<337,000
Beginning Unencumbered Balance	* 609,958	* 970,380	1,792,665	1,144,925
Ending Cash Fund Balance	970,380	1,792,665	1,144,925	907,700
Estimated Encumbrances (outstanding at year end)	32,510	41,551	50,000	50,000
Estimated Ending Unencumbered Fund Balance	937,870	1,751,114	1,094,925	757,700

*Use Cash Balance

FUND NAME: Fire/Life Squad Levy FundFUND TYPE/CLASSIFICATION: Special Revenue Fund

Reproduce as needed

To be used for any fund receiving property tax revenue except the General Fund.

DESCRIPTION (1)	For <u>97</u> Actual (2)	For <u>98</u> Actual (3)	Current Year Estimated for <u>1999</u> (4)	Budget Year Estimated for <u>2000</u> (5)
REVENUE	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
Property Tax	133,456	135,768	136,000	140,000
Transfers from General Fund	168,000	168,000	168,000	168,000
Charges for Services	59,258	63,942	64,000	65,000
State Grant	1,598			
Miscellaneous	8,403	2,331	500	1,000
TOTAL REVENUE	370,715	370,041	368,500	374,000
EXPENDITURES (Identify each program and object code at the same level shown on Exhibit D) (PROGRAM) (OBJECT)	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
	XXXXXXXX	XXXXXXXX	XXXXXXXX	XXXXXXXX
Security of Persons + Property				
Personal Services	123,642	141,662	195,000	210,000
Contractual Services	32,019	38,463	40,000	40,000
Supplies + Materials	79,903	46,293	60,000	62,000
Capital Outlay	162,578	178,271	160,000	160,000
TOTAL EXPENDITURES	368,142	404,689	455,000	472,000
Revenues Over (Under) Expenditures	2,573	<34,648>	<86,500>	<98,000>
Beginning Unencumbered Fund Balance (Use Actual Cash Balance in Col. 2 and 3)	259,097	261,670	227,022	140,522
Ending Cash Fund Balance	261,670	227,022	140,522	42,522
Estimated Encumbrances (outstanding at end of year)	24,149	11,391	10,000	10,000
Estimated Ending Unencumbered Fund Balance	237,521	215,731	130,522	32,522

FUND List All Funds Individually Unless Reported on Exhibit I or II	Estimated Unencumbered Fund Balance 1/1/2000	Budget Year Estimated Receipt	Total Available For Expenditures	Budget Year Expenditures and Encumbrances			Estimated Unencumbered Balance 12/31/2001
				Personal Services	Other	Total	
GOVERNMENTAL: SPECIAL SERVICE: Street Construction	XXXXXXXXXX XXXXXXXXXX	XXXXXXXXXX XXXXXXXXXX	XXXXXXXXXX XXXXXXXXXX	XXXXXXXXXX XXXXXXXXXX	XXXXXXXXXX XXXXXXXXXX	XXXXXXXXXX XXXXXXXXXX	XXXXXXXXXX XXXXXXXXXX
Maintenance & Repair	-0-	190,000	190,000	-0-	190,000	190,000	-0-
ADAG	2,000	40,000	42,000	-0-	42,000	42,000	-0-
Drug Law Enforcement	-0-	15,000	15,000	-0-	15,000	15,000	-0-
Law Enforcement Trust	-0-	1,000	1,000	-0-	1,000	1,000	-0-
Mayor's Court Computer	-0-	20,000	20,000	-0-	20,000	20,000	-0-
Alcohol Enforcement	-0-	1,500	1,500	-0-	1,500	1,500	-0-
Commerce Park Development	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Shepherd Avenue Improvement	50,000	-0-	50,000	-0-	50,000	50,000	-0-
TOTAL SPECIAL REVENUE FUNDS	52,000	267,500	319,500	-0-	319,500	319,500	-0-
DEBT SERVICE FUNDS	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
Bond Retirement	-0-	200,000	200,000	-0-	200,000	200,000	-0-
TOTAL DEBT SERVICE FUNDS	-0-	200,000	200,000	-0-	200,000	200,000	-0-
CAPITAL PROJECT FUNDS	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
TOTAL CAPITAL PROJECTS							

100

(Do Not Include Expense to be Paid from Bond Issues)

[illegible]

being budgeted, list each contemplated disbursement for permanent improvement, exclusive of any expense to be paid from bond issues, by the fund from which the improvements are to be made. Examples for describing the permanent improvements are: replacement, vehicle purchase, furnishing offices, appliances for fire department.

STATEMENT OF AMOUNTS REQUIRED FOR PAYMENT OF FINAL JUDGEMENTS

(Section 5705.29. Revised Code)

[illegible]

List the amounts required for the payment of each judgement expected to be paid during the year being budgeted.

BUDGET YEAR	
-------------	--

[illegible]

11

OFFICIAL CERTIFICATE OF ESTIMATED RESOURCES

The Budget Commission of _____ County, Ohio, hereby makes the following Official Certificate of Estimated Resources for the city/village of _____ for the BUDGET YEAR beginning January 1st, ____.

FUND	Estimated Unencumbered Balance January 1, ____	Real Estate Property Tax	Personal Property Tax	Local Government Money	Rollback, Homestead Personal Property Tax Exemption	Other Sources	Total
GOVERNMENTAL FUND TYPE							
General Fund							
Special Revenue Funds							
Debt Service Funds							
Capital Project Funds							
Special Assessment Fund							
PROPRIETARY FUND TYPE							
Enterprise Funds							
Internal Service Funds							
FIDUCIARY FUND TYPE							
Trust and Agency Funds							
TOTAL ALL FUNDS							

The Budget Commission further certifies that its action on the foregoing budget and the County Auditor's estimate of the rate of each tax necessary to be levied within and outside the 10 mill limitation is set forth in the proper columns of the preceding pages and the total amount approved for each fund must govern the amount of appropriation from such fund.

Date _____

 Budget
 Commission

OFFICIAL CERTIFICATE OF ESTIMATED RESOURCES — Continued

FUND	Estimated Unencumbered Balance January 1, —	Real Estate Property Tax	Personal Property Tax	Local Government Allocation	Rollback, Homestead and Personal Property Tax Exemption	Other Sources	Total
GOVERNMENT FUNDS:							
GENERAL FUND	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
General Fund	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
SPECIAL REVENUE FUNDS:	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
Street Construction Maintenance/Repair							
State Highway Improvement Fund							
Cemetery Fund							
Parks and Recreation Fund							
Federal Grant Fund							
State Grant Fund							
Law Enforcement Trust Fund							
Drug Law Enforcement Fund							
Other Special Revenue Funds							
TOTAL SPECIAL REVENUE FUNDS							
DEBT SERVICE FUNDS	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
General Obligation Bond Fund							
Other Debt Service Funds							
TOTAL DEBT SERVICE FUNDS							
CAPITAL PROJECT FUNDS:	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
Construction Fund							
Federal Grant Fund							
Other Capital Project Funds							
TOTAL CAPITAL PROJECT FUNDS							

OFFICIAL CERTIFICATE OF ESTIMATED RESOURCES — Continued

FUND	Estimated Unencumbered Balance January 1, ____	Real Estate Property Tax	Personal Property Tax	Local Government Allocation	Rollback, Homestead and Personal Property Tax Exemption	Other Sources	Total
SPECIAL ASSESSMENT FUNDS:	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX
Special Assessment Bond Retirement							
Special Assessment Improvement Fund							
Special Assessment Operating Fund							
Other Special Assessment Funds (specify)							
TOTAL SPECIAL ASSESSMENT FUNDS							
ENTERPRISE FUNDS:	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX
Water Fund							
Sanitary Sewer Fund							
Electric Fund							
Parking Fund							
Swimming Pool Fund							
First Mortgage Debt Service Fund							
Debt Service Reserve Fund							
Utilities Deposit Fund							
Utility Improvement Fund							
Other Enterprise Funds							
TOTAL ENTERPRISE FUNDS							
INTERNAL SERVICE FUNDS:	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX
Revolving Fund							
Other Internal Service Funds							
TOTAL INTERNAL SERVICE FUNDS							

OFFICIAL CERTIFICATE OF ESTIMATED RESOURCES

FUND	Estimated Unencumbered Balance January 1, _____	Real Estate Property Tax	Personal Property Tax	Local Government Allocation	Rollback, Homestead and Personal Property Tax Exemption				
TRUST AND AGENCY FUNDS:	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
TOTAL TRUST AND AGENCY FUNDS									
TOTAL ESTIMATED RESOURCES (memorandum only)									

COUNTY AUDITOR'S ESTIMATE

Tax Levies and Rates for ____, in _____ City/Village

Tax Valuation \$ _____

	Amount Approved By Budget Commission	County Auditor's Estimate of Rate in Mills
LEVIES WITHIN 10 MILL LIMITATION	XXXXXXXXXXXXX	XXXXXXXXXXXXX
County		
Township		
School		
Village		
City		
TOTAL		
LEVIES OUTSIDE OF 10 MILL LIMITATION		
County		
Township		
School		
Village		
City		
State		
TOTAL		
TOTAL LEVY FOR ALL PURPOSES		

COUNTY

BUDGET OF

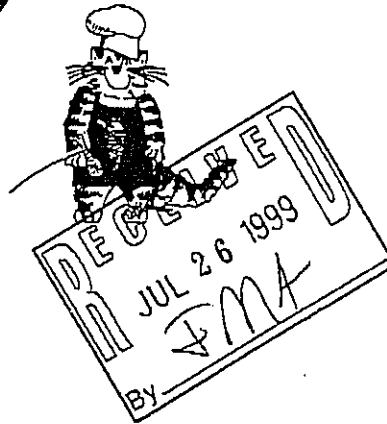
City/Village

FOR FISCAL YEAR
BEGINNING JANUARY 1, ____

County Auditor

Deputy Auditor

FRANK J.
CATANZARO
SONS & DAUGHTERS, INC.
FOODSERVICE DISTRIBUTOR



July 23, 1999

Mr. James Brown
Mayor, Village of Lockland
101 North Cooper Avenue
Lockland, Ohio 45215

Dear Mayor Brown:

It certainly was a pleasure meeting with you on Thursday, July 15. I have just returned from a vacation trip and apologize for the delay in getting back to you.

It was very interesting and exciting to learn of the additional anticipated development for the Shepherd and Smalley area in the Village of Lockland. The discussion regarding the sewer improvements, the necessity for widening the street and the concern over the flow of traffic in this area is extremely important, if not imperative, to our company since Catanzaro Foodservice will ultimately provide the Village of Lockland with a projected employment of 105 new jobs. The private investment of \$5,900,000 to be made by Catanzaro Foodservice for a new distribution facility on the 6.5 acres on Shepherd Avenue would be put at great risk if these improvements were not to be made. Each item mentioned above is necessary for our company to achieve the anticipated efficiencies and allow our company to grow and further expand our presents in the Village of Lockland.

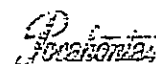
It has been a pleasure working with you and the Village of Lockland administration on this project and we are eagerly looking forward to the completion of our new facility.

Sincerely,

Sharon C. Ledonne



WE DELIVER WHAT YOU EXPECT



1910 Race Street • Cincinnati, OH 45210 • (513) 421-9184 (800) 338-2377 • FAX (513) 421-0284

LOCKLAND

DEVELOPMENT COMPANY

I-75 at Exit 12
401 S. Cooper Avenue
Cincinnati, Ohio 45215
Phone: (513) 821-6466
Fax: (513) 821-6526
willkor@aol.com

1 SEP 09 1999
BY: JMA

8/2/99

The Honorable Jim Brown
Mayor, Village of Lockland
S. Cooper Ave.
Lockland, Ohio 45215

Not dependent

Dear Mayor Brown:

Subject : Shepherd Ave Street Improvements.

We are proposing a \$12,800,000 retail, service, office development at the corner of Shepherd and I-75 that will create over 200 new jobs and hopefully an abundance of auto traffic. The proposed widening and resurfacing of Shepherd as well as turn lane improvements on Shepherd and Smalley will complement our development.

We will keep you advised of our progress and estimated usage as well as coordinate our construction progress with yours. This improvement will be of benefit not only to our site and other businesses and citizens of Lockland but to many of the citizens and businesses in Hamilton County.

Respectfully,


William Korte
Lockland Development

**SCIP/LTIP PROGRAM
ROUND 14 - PROGRAM YEAR 2000
PROJECT SELECTION CRITERIA
JULY 1, 2000 TO JUNE 30, 2001**

NAME OF APPLICANT: LOCKLAND

NAME OF PROJECT: SMALLEY & SHEPHERD LANE

SCIP 312

LTIP

FIELD SCORE: 302

FIELD SCORE: 306

APPEAL SCORE: _____

APPEAL SCORE: _____

FINAL SCORE: _____

FINAL SCORE: _____

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
- 23 - Critical
- 20 - Very Poor
- 17 - Poor
- 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition
- 0 - Good or Better

SCIP 17 X 5 = 85
LTIP 17 X 1 = 17

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 0 - No measurable impact

SCIP 10 X 1 = 10
LTIP 10 X 4 = 40

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 0 - No measurable impact

SCIP 10 X 1 = 10
LTIP 0 X 0 = 0

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

SCIP 25 X 3 = 75
LTIP 25 X 1 = 25

- 5) Will the completed project generate user fees or assessments?
- | | | | | | | |
|----------------|------|-----------|---|----------|---|-----------|
| <u>10</u> - No | SCIP | <u>10</u> | X | <u>5</u> | = | <u>50</u> |
| 0 - Yes | LTIP | <u>10</u> | X | <u>0</u> | = | <u>0</u> |

- 6) Economic Growth – How the completed project will enhance economic growth (See definitions).

- | | | | | | | |
|-------------------------------------------------------------------------------|------|----------|---|----------|---|-----------|
| 10 – The project will <u>directly</u> secure <u>significant</u> new employers | SCIP | <u>3</u> | X | <u>0</u> | = | <u>0</u> |
| 7 – The project will <u>directly</u> secure new employers | | | | | | |
| 5 – The project will secure new employers | LTIP | <u>3</u> | X | <u>4</u> | = | <u>12</u> |
| <u>3</u> – The project will permit more development | | | | | | |
| 0 – The project will not impact development | | | | | | |

NO
LETTERS
ATTACHED

- 7) Matching Funds - LOCAL

- | | | | | | | |
|---------------------------------------------------|------|----------|---|----------|---|-----------|
| 10 – This project is a loan or credit enhancement | SCIP | <u>2</u> | X | <u>5</u> | = | <u>10</u> |
| 10 – 50% or higher | | | | | | |
| 8 – 40% to 49.99% | | | | | | |
| 6 – 30% to 39.99% | | | | | | |
| 4 – 20% to 29.99% | | | | | | |
| <u>2</u> – 10% to 19.99% | LTIP | <u>2</u> | X | <u>1</u> | = | <u>2</u> |
| 0 – Less than 10% | | | | | | |

10%

- 8) Matching Funds - OTHER

- | | | | | | | |
|--------------------------|------|----------|---|----------|---|-----------|
| 10 – 50% or higher | SCIP | <u>2</u> | X | <u>2</u> | = | <u>4</u> |
| 8 – 40% to 49.99% | | | | | | |
| 6 – 30% to 39.99% | | | | | | |
| 4 – 20% to 29.99% | | | | | | |
| <u>2</u> – 10% to 19.99% | LTIP | <u>2</u> | X | <u>5</u> | = | <u>10</u> |
| 1 – 1% to 9.99% | | | | | | |
| 0 – Less than 1% | | | | | | |

MRF 10%

- 9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

- | | | | | | | |
|---------------------------------------------------------|------|-----------|---|-----------|---|------------|
| <u>10</u> – Project design is for future demand. | SCIP | <u>10</u> | X | <u>0</u> | = | <u>0</u> |
| 8 – Project design is for partial future demand. | | | | | | |
| 6 – Project design is for current demand. | LTIP | <u>10</u> | X | <u>10</u> | = | <u>100</u> |
| 4 – Project design is for minimal increase in capacity. | | | | | | |
| 2 – Project design is for no increase in capacity. | | | | | | |

- 10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

SCIP	<u>5</u>	X	<u>5</u>	=	<u>25</u>
LTIP	<u>5</u>	X	<u>5</u>	=	<u>25</u>

- 5 - Will be under contract by December 31, 2000 and no delinquent projects in Rounds 11 & 12

3 - Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 11 & 12

0 - Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 11 & 12

- 11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major impact

$$\text{SCIP } \underline{10} \times \underline{0} = \underline{0}$$

8 -

6 - Moderate impact

$$\text{LTIP } \underline{10} \times \underline{1} = \underline{10}$$

4 -

2 - Minimal or no impact

- 12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

$$\text{SCIP } \underline{4} \times \underline{2} = \underline{8}$$

$$\text{LTIP } \underline{4} \times \underline{0} = \underline{0}$$

- 13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

$$\text{SCIP } \underline{0} \times \underline{2} = \underline{0}$$

8 - 80% reduction in legal load or 4 wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

$$\text{LTIP } \underline{0} \times \underline{2} = \underline{0}$$

0 - Less than 20% reduction in legal load

- 14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

$$\text{SCIP } \underline{10} \times \underline{2} = \underline{20}$$

8 - 12,000 to 15,999

6 - 8,000 to 11,999

$$\text{LTIP } \underline{10} \times \underline{5} = \underline{50}$$

4 - 4,000 to 7,999

2 - 3,999 and under

- 15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide certification of which fees have been enacted.)

5 - Two or more of the above

$$\text{SCIP } \underline{3} \times \underline{5} = \underline{15}$$

3 - One of the above

0 - None of the above

$$\text{LTIP } \underline{3} \times \underline{5} = \underline{15}$$

ADDENDUM TO THE RATING SYSTEM

General Statement

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed below are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health and safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

Criterion 2 – Safety

Definitions:

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non functioning hydrants, increasing capacity to a water system, etc. (*Documentation required.*))

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 3 – Health

Definitions:

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction shall submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

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Will the local jurisdiction assess fees for the usage of the facility or its products once the project is completed (example: rates for water or sewer). *The applying jurisdiction must submit documentation.*

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Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employers: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

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The project will not impact development: The project will have no impact on business development.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

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The percentage of matching funds that come directly from outside funding sources.

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The jurisdiction shall provide a narrative, along with pertinent support documentation, describing the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

$$\text{Existing users} \times \text{design year factor} = \text{projected users}$$

<u>Design Year</u>	<u>Design year factor</u>		
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Criterion 9 – Alleviate Traffic Problems - continued

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The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The jurisdiction's economic health is predetermined by the District 2 Integrating Committee. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

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The jurisdiction shall provide documentation to show that a facility ban or moratorium has been placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. Appropriate documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall provide documentation to show which fees, levies or taxes is dedicated toward the type of infrastructure being applied for.

VILLAGE OF LOCKLAND
SHEPHERD ROAD



MULTIPLE PAVEMENT FAILURE & PONDING



PAVEMENT SCALING & PATCHING

VILLAGE OF LOCKLAND
SHEPHERD ROAD



OVERALL VIEW



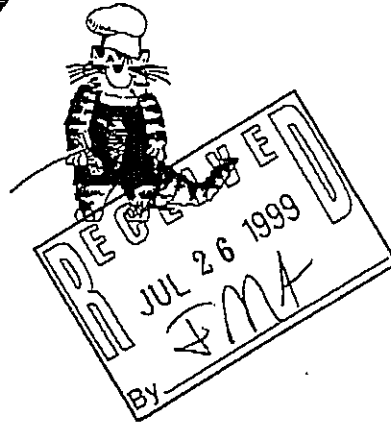
INTERSECTION WITH SMALLEY

VILLAGE OF LOCKLAND
SHEPHERD ROAD



TRENCH FAILURE

FRANK J.
CATANZARO
SONS & DAUGHTERS, INC.
FOODSERVICE DISTRIBUTOR



July 23, 1999

Mr. James Brown
Mayor, Village of Lockland
101 North Cooper Avenue
Lockland, Ohio 45215

Dear Mayor Brown:

It certainly was a pleasure meeting with you on Thursday, July 15. I have just returned from a vacation trip and apologize for the delay in getting back to you.

It was very interesting and exciting to learn of the additional anticipated development for the Shepherd and Smalley area in the Village of Lockland. The discussion regarding the sewer improvements, the necessity for widening the street and the concern over the flow of traffic in this area is extremely important, if not imperative, to our company since Catanzaro Foodservice will ultimately provide the Village of Lockland with a projected employment of 105 new jobs. The private investment of \$5,900,000 to be made by Catanzaro Foodservice for a new distribution facility on the 6.5 acres on Shepherd Avenue would be put at great risk if these improvements were not to be made. Each item mentioned above is necessary for our company to achieve the anticipated efficiencies and allow our company to grow and further expand our presents in the Village of Lockland.

It has been a pleasure working with you and the Village of Lockland administration on this project and we are eagerly looking forward to the completion of our new facility.

Sincerely,

Sharon C. Ledonne



WE DELIVER WHAT YOU EXPECT



1910 Race Street - Cincinnati, OH 45210 - (513) 421-9184 (800) 338-2377 - FAX (513) 421-0284

LOCKLAND

DEVELOPMENT COMPANY

I-75 at Exit 12
401 S. Cooper Avenue
Cincinnati, Ohio 45215
Phone: (513) 821-6466
Fax: (513) 821-6526
willkor@aol.com

SEP 09 1999
BY: JMA

8/2/99

The Honorable Jim Brown
Mayor, Village of Lockland
S. Cooper Ave.
Lockland, Ohio 45215

Not dependent

Dear Mayor Brown:

Subject: Shepherd Ave Street Improvements.

We are proposing a \$12,800,000 retail, service, office development at the corner of Shepherd and I-75 that will create over 200 new jobs and hopefully an abundance of auto traffic. The proposed widening and resurfacing of Shepherd as well as turn lane improvements on Shepherd and Smalley will complement our development.

We will keep you advised of our progress and estimated usage as well as coordinate our construction progress with yours. This improvement will be of benefit not only to our site and other businesses and citizens of Lockland but to many of the citizens and businesses in Hamilton County.

Respectfully,


William Korte
Lockland Development

**SCIP/LTIP PROGRAM
ROUND 14 - PROGRAM YEAR 2000
PROJECT SELECTION CRITERIA
JULY 1, 2000 TO JUNE 30, 2001**

NAME OF APPLICANT: LOCKLAND

NAME OF PROJECT: SMALLEY & SHEPHERD LANE

SCIP 312

LTIP

FIELD SCORE: 302

FIELD SCORE: 306

APPEAL SCORE: _____

APPEAL SCORE: _____

FINAL SCORE: _____

FINAL SCORE: _____

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
- 23 - Critical
- 20 - Very Poor
- 17 - Poor
- 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition
- 0 - Good or Better

SCIP	<u>17</u>	X	<u>5</u>	=	<u>85</u>
LTIP	<u>17</u>	X	<u>1</u>	=	<u>17</u>

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 0 - No measurable impact

SCIP	<u>10</u>	X	<u>1</u>	=	<u>10</u>
LTIP	<u>10</u>	X	<u>4</u>	=	<u>40</u>

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 0 - No measurable impact

SCIP	<u>10</u>	X	<u>1</u>	=	<u>10</u>
LTIP	<u>0</u>	X	<u>0</u>	=	<u>0</u>

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

SCIP	<u>25</u>	X	<u>3</u>	=	<u>75</u>
LTIP	<u>25</u>	X	<u>1</u>	=	<u>25</u>

- 5) Will the completed project generate user fees or assessments?
- 10 - No
0 - Yes
- SCIP 10 X 5 = 50
LTIP 10 X 0 = 0

- 6) Economic Growth – How the completed project will enhance economic growth (See definitions).

- 10 – The project will directly secure significant new employers
7 – The project will directly secure new employers
5 – The project will secure new employers
3 – The project will permit more development
0 – The project will not impact development
- SCIP 3 X 0 = 0
LTIP 3 X 4 = 12

NO
LETTERS
ATTACHED

- 7) Matching Funds - LOCAL

- 10 - This project is a loan or credit enhancement
10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

10%

SCIP 2 X 5 = 10
LTIP 2 X 1 = 2

- 8) Matching Funds - OTHER

- 10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
0 – Less than 1%

MRF 10%

SCIP 2 X 2 = 4
LTIP 2 X 5 = 10

- 9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

- 10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.

SCIP 10 X 0 = 0
LTIP 10 X 10 = 100

- 10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

SCIP 5 X 5 = 25
LTIP 5 X 5 = 25

- 5 - Will be under contract by December 31, 2000 and no delinquent projects in Rounds 11 & 12

3 - Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 11 & 12

0 - Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 11 & 12

- 11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

☒ 10 - Major impact

8 -

6 - Moderate impact

4 -

2 - Minimal or no impact

$$\text{SCIP } \underline{10} \times \underline{0} = \underline{0}$$

$$\text{LTIP } \underline{10} \times \underline{1} = \underline{10}$$

- 12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

☒ 4 Points

2 Points

$$\text{SCIP } \underline{4} \times \underline{2} = \underline{8}$$

$$\text{LTIP } \underline{4} \times \underline{0} = \underline{0}$$

- 13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

8 - 80% reduction in legal load or 4 wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

☒ 0 - Less than 20% reduction in legal load

$$\text{SCIP } \underline{0} \times \underline{2} = \underline{0}$$

$$\text{LTIP } \underline{0} \times \underline{2} = \underline{0}$$

- 14) What is the total number of existing daily users that will benefit as a result of the proposed project?

☒ 10 - 16,000 or more

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

$$\text{SCIP } \underline{10} \times \underline{2} = \underline{20}$$

$$\text{LTIP } \underline{10} \times \underline{5} = \underline{50}$$

- 15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide certification of which fees have been enacted.)

5 - Two or more of the above

☒ 3 - One of the above

0 - None of the above

$$\text{SCIP } \underline{3} \times \underline{5} = \underline{15}$$

$$\text{LTIP } \underline{3} \times \underline{5} = \underline{15}$$

ADDENDUM TO THE RATING SYSTEM

General Statement

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed below are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health and safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

Criterion 2 – Safety

Definitions:

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non functioning hydrants, increasing capacity to a water system, etc. (*Documentation required.*))

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 3 – Health

Definitions:

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

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